

ROTOVUE

Serving Marine Corps Air Station New River and Jacksonville, N.C. www.newriver.usmc.mil

May 22, 2002

Vol. 41 No.

News

National Defense Ribbon

The Department of Defense announced that service members on active duty on or after Sept. 11, 2001, are eligible to receive the National Defense Service Medal, May 1.

The medal may also be awarded to members of the reserve components who are ordered to federal active duty, regardless of duration, except for certain categories.

Those exceptions are any guard or reserve forces personnel on short tours of duty to fulfill training obligations under an inactive duty training program, any person on active duty for the sole purpose of undergoing a physical examination, and any person on temporary active duty to serve on boards, courts, commissions, and like organizations or on active duty for purposes other than extended active duty.

President Dwight D. Eisenhower established the National Defense Service Medal, April 22, 1953.

It has subsequently been awarded for honorable active service for any period between June 27, 1950 and July 27, 1954, the period between Jan. 1, 1961 and Aug. 14, 1974 and between Aug. 2, 1990 and Nov. 30, 1995.

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Military Appreciation

May is National Military Appreciation Month each year. In 2002, with Americans in combat in Afghanistan and positioned to face terrorists around the world, it is even more apt to recognize the sacrifices American service members make for freedom.

A number of events and activities are planned across the country for citizens to show their appreciation to service members.

There will also be a way to do that in cyberspace. Folks who wish to show their appreciation may sign "America's Thank You Note" to the men and women serving in the military.

Anyone with a computer can "sign" the card by going to <http://www.defendamerica.gov/> and following the instructions there.

America's Thank You Note will be available through May 31. The names will be gathered and presented to the military at the end of the month, officials said.

USO Dinner

The USO presents "Strictly Country," a dinner cabaret, July 12-13 at 7 p.m. A four-course dinner will be served while being entertained by a song and dance production by Nancy St. Charles. Tickets can be purchased at the Jacksonville USO for \$30 each. Reservations can be made with a major credit card. For more information, call 455-3411.

USO Karaoke Night

The USO will host Family Karaoke Nights, June 8 and June 15 beginning at 6 p.m. Military ID cards required for this event. Single military members are also welcome. For more information, call 455-3411.

Golf Tournament May 31

The Igor Sikorsky squadron is scheduled to host a Spring Golf Tournament, May 31, to raise money for the New River Aviation Memorial Foundation. The memorial park is being built to honor and remember the servicemembers who have perished in aviation mishaps onboard New River aircraft. Proceeds from the golf tournament will go to the foundation to help pay for the completion of the memorial site project.

Bad Credit

Recent Congressional hearings revealed the Department of Defense travel credit cardholders had a total of \$62 million written off as bad debt. This includes \$3 million for 2,468 Marines.

The Marine Corps has the highest delinquency rate among the services.

At the end of April 2002 the delinquency rate was over 13 percent.

In response to this Agency Program Coordinators will deactivate cards on all personnel not scheduled for official travel.

Cards will not be reactivated until 10 days before scheduled travel is to begin, and will be deactivated immediately upon the conclusion of official travel.



Fifty thousand landings

1stLt Michael W. Armistead
22nd MEU Public Affairs Officer

ABOARD USS TRENTON -- Recently, while deployed to the Middle East, the Navy-Marine Corps team aboard USS Trenton (LPD 14) participated in a historic event that hardly occurs for most ships of its class.

Commissioned in 1971, the Trenton, part of the Wasp Amphibious Ready Group deployed with the 22nd Marine Expeditionary Unit (Special Operations Capable), celebrated its 50,000th mishap-free aircraft landing. The CH-46 that completed the historic flight was piloted by Maj. Timothy Salmon of Fort Morris, N.J., the ship's detachment commander for Marine Medium Helicopter Squadron-261 (Reinforced), and Lt. Charles Adams, a former HH-46 pilot and Mini Air Boss for the Trenton. A modest crowd of ship's crew, aircrew and infantry Marines watched the landing from the flight and observation decks of the ship, some holding small signs that read 50K.

"This deployment is unique because you rarely have aircraft embarked aboard this ship" shared Adams, a native of Escondido, Calif. Since the ARG pulled out of Norfolk the Marines, along with aircraft from Hellsuppron-8 (HC-8), HC-4 and a few additional Naval squadrons contributed to the nearly 1,200 landings that led to this historic occasion.

The 22nd MEU (SOC) deployed with additional CH-53s, producing the requirement to stand up an ACE detachment on the Trenton, an Amphibious Transport, Dock. It is significantly smaller than the USS Wasp (LHD 1), and affectionately known as one of the little decks.

"It's great to be out here," commented Topeka, Kan. native, Lt. Cmdr. Douglas Helton, Air Boss for the TRENTON. He assisted in coordinating the landing evolution from the tower. "We have a good group of people in the Air Department, the TACRON (Tactical Squadron) and the ACE (Aviation Combat Element). It's been really busy."

The HMM-261 (Rein) achieved 40,000 mishap-free flight hours just before departing for deployment. Achieving two milestones during a deployment cycle in which they may be operationally deployed is an indication of a seasoned Navy-Marine Corps team.

For additional information regarding the 22nd MEU (SOC), visit our website at www.22meu.usmc.mil

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If you have any editorial views you would like to express about military related topics please submit those to our office by phone at 449-6196, fax 449-6478 or e-mail the press chief at: chamberslj@newriver.usmc.mil.

Spouses improve knowledge during squadron visit

Sgt. Matthew O. Holly
correspondent

The mystery and reason of what goes on at a spouse's workplace is a question that some may often ponder. A great way to answer these questions is to have an open house.

The "Wolverines" of Marine Aviation Logistics Squadron-29 hosted an open house for the spouses of MALS-29 Marines and Sailors, May 8, aboard the Air Station.

The open house started with coffee, juice and pastries at the Station Theater followed by an introduction from Col. Robert E. Milstead Jr., commanding officer of Marine Aircraft Group 29, and Lt. Col. Stewart O. Gold, commanding officer of MALS-29. They briefly gave purpose and insight for what the day was to hold for the 20 plus spouses in attendance. Before the formal presentation began, as with many Marine Corps get-togethers, Cmdr. Johnny W. Poole, chaplain from MAG 29, offered the invocation.

The presentation visually broke down the components active within a MALS so it would be easier to see how it works administratively, logistically and operationally. Additionally, the slide show gave a slight overview of what one can expect on a day-to-day basis in each individual shop.

"With this presentation, we're giving the spouses background and knowledge of what they're going to see today," said Sgt. Dan C. Epting, flight equipment technician with MALS-29 and Mechanicsburg, Pa. native. "We wanted to bring the spouses together so they would have a better understanding of how a MALS actually works."

After the MALS presentation, Vicky Riviera, Key Volunteer coordinator for MALS-29, gave a summary of the purpose and importance of the Key Volunteer

Network aboard the station.

"It's important to educate and inform the spouses," said Rivera, who has been with the Key Volunteers for five years. "Some spouses are completely unaware of what we do."

I believe when we educate the spouses, it has a lot to do with the diversity and success of the MALS-29 volunteer program. We have support and involvement from all ranks."

After the presentation at the Station Theater, the spouses made their way to the MALS-29 hangar. It was time to actually see where their husbands worked and tour the hangar workspaces, supply warehouse, and the avionics and ordnance departments.

The spouses had seen how everything works on paper, but it was now time to see it first hand.

"It's good for the spouses to see what goes on during the day," said Sgt. Maj. Lester W. Copeland, sergeant major of MALS-29. "They can see what their husbands actually do on a daily basis."

After the end of the tours, the couples had the opportunity to eat lunch together at the Station Dining Facility.

"This should be one of the highlights of the day," said Epting. "After chow they can go back to their husbands' work sections and watch them do what they do best."

It was not an effortless undertaking, as it required



Sgt. Matthew O. Holly

Gunnery Sgt. Toby D. Sewell, flight equipment chief for MALS-29, shows spouses what one can expect to find in a fight equipment shop.

a significant amount of collaboration and coordination.

"The event took approximately two weeks to plan because we had to coordinate with the Station Theater, dining facility and the day care center," said 2nd Lt. David W. Kummer, officer in charge of flight equipment for MALS-29. "Overall I believe the event went smooth and was a success."

In order for husbands and wives to comprehend when and why things are done the way they are in the Marine Corps, it is necessary to invite them into the area in question. This way they can understand and appreciate what that individual experiences in his daily routine.

'Blue Knights' charge forward under new sword

Pfc. Misty D. Salinas
correspondent

Lt. Col. Kevin M. DeVore relinquished command of Marine Medium Helicopter Squadron-365 to Lt. Col. Brian C. Murtha, May 10, during a change of command ceremony at the squadron's hangar.

Devore first assumed command of HMM-365 in November 1999. Under Devore's command the squadron took

part in one of its biggest operations to date, Operation Enduring Freedom. Devore is going to Marine Aircraft Group 29.

"America wants her Marines to be ready to go at a moments notice, and to fight competently," said Devore. "The 'Blue Knights' were in place, ready to go and directly participated in the opening assaults into Afghanistan during Operation Enduring Freedom."

"The daunting challenge of going

that far inland, and moving around was accomplished through the professionalism, resolve and determination of the men and women of HMM-365. I can't tell you what an honor and privilege it was to be a part of that team."

This is Murtha's second tour with the squadron. In October 1995, Murtha reported to HMM-365 as the operations officer. He finished his tour with the "Blue Knights" in 1998 as the maintenance officer. While with HMM-365,

he participated in two contingencies: Operation Silver Wake, evacuating American citizens and Third Country Nationals from Albania, and Operation Guardian Retrieval, the staging of forces in Congo for the possible evacuation of Zaire.

In 1984, Murtha graduated from the United States Naval Academy with a bachelor's degree in applied science.

See ChANGE, page 10



Cpl. Theresa E. Seng

Marine Heavy Helicopter Squadron-464 visited the Sikorsky Plant in Stratford, Conn., during their training at Naval Air Station Brunswick, Maine.

'Condors' land at Sikorsky

Cpl. Theresa E. Seng
correspondent

STRATFORD, Conn. -- The Sikorsky Plant is one of the primary manufacturers of military helicopters including the Marine Corp's former CH-53A-D Sea Stallions and the current CH-53E Super Stallion.

While deployed to Maine, Marine Heavy Helicopter Squadron-464 took a break from operational training, May 8, to visit the manufacturing and developing plant where the CH-53E Super Stallions were manufactured.

The "Condors" looked forward to the visit prior to arriving in Connecticut because HMH-464 was the first squadron to receive the CH-53E in 1981 after the first CH-53E made its debut flight, March 1, 1974.

The Marine Corps placed its initial order for the CH-53A Sea Stallion in August 1962. At that time, it was the largest helicopter design available in the United States. Test flights were completed in October 1966 and included 132 day and night landing ship helicopter carrier landings. HMH-463, Marine Corps Air Field Santa Ana, completed its fleet indoctrination program with the Sea Stallion two weeks later. Subsequently, after the addition of a third engine, there were 178 CH-53E's built, nicknamed the Super Stallion.

While at the plant the Marines not only learned a little bit of history about the helicopters they maintain, but they learned about the Service Life Extension Program.

According to Paul Sikorsky, plant president, the program was put into place to update and improve the CH-53E. The focus is to make it a more capable aircraft by fiscal year 2011.

Some of the aircraft upgrades that are planned are a new digital cockpit, and an engine upgrade to

the Rolls Royce Allison Engine, the same engine as the V-22 Osprey. Making the CH-53 and V-22 engines interchangeable will reduce operational costs. It will also enhance the aircraft performance because the Rolls Royce AE is more powerful.

It should also make shipboard deployments easier because of the efficiency of having a common engine for both types of aircraft.

The rotor blade will be enhanced to allow for 4,000 to 6,000 pounds more internal lift capability. Combined with the more powerful engine the new lift capability for the CH-53E will be 28,000 pounds for 230 miles before refueling. Currently, carrying that much weight the CH-53 can go less than 12 miles before refueling.

There will be a new glass cockpit which will make it safer to fly and easier to maintain as well as cheaper to produce. Plans for a new digital cargo handling system and a new rotor head based on the CH-53D model will allow for an external lift capability of up to 78,500 pounds, an additional 5,000 pounds.

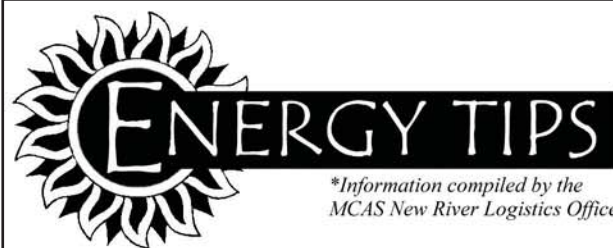
Sikorsky also hopes to improve the survivability of the aircraft and crew in combat scenarios by making room for more small and medium weapons aboard the aircraft.

The first flight is hoped to be completed in 2009 and delivery is expected for 2012.

During the presentation Lt. Col. Jeff A. Bowden, commanding officer of HMH-464, was presented with a plaque for the squadrons direct participation in the Scott O'Grady rescue.

After the presentation was complete the Marines toured the plant and had a chance to speak to the manufacturers about their aircraft.

"This was a great opportunity both for the Marines and the manufacturers," said Bowden. "It's not often the maker and the consumer with a relationship as this can come together."



**Information compiled by the
MCAS New River Logistics Office*

- ☒ When you run your dishwasher, only wash full loads. The dishwasher will use around 17 gallons of hot water each time, whether you wash one dish or a full load of dishes.
- ☒ Producing aluminum from recycled aluminum consumes 90 percent less energy than producing it from raw materials and generates 95 percent less air pollution.
- ☒ Install low-flow shower heads. They reduce water use by 50 percent or more compared to standard shower heads. A family of four which normally takes 5-minute showers saves at least 14,000 gallons of water a year.
- ☒ TVs, VCRs, answering machines, cordless phones, and portable tools that require direct current electricity are drawing energy even when the power loss, they would save more than half a billion dollars in electric bills each year.
- ☒ When purchasing appliances, check out their EnergyGuide labels. Always consider energy consumption among your selection criteria for major appliances. Paying a little more for an energy-efficient model could save you a lot of money over a lifetime of the appliance.
- ☒ The amount of solar radiation that reaches the earth's surface in approximately 3 days equals roughly the total energy content of all known supplies of fossil fuels.
- ☒ Accelerating slowly from a full stop can improve your gas mileage by as much as two miles per gallon.
- ☒ Keep the tires of your car or truck properly inflated. Fuel consumption increases 0.4 percent for every pound per square inch (psi) below the proper level. It is estimated that 50-80 percent of the tires rolling on U.S. roads are underinflated. We could save up to 2 billion gallons annually simply by properly inflating our tires.
- ☒ When you run your dishwasher, use the energy-saver setting, which eliminates the dry cycle, saving you energy and money.
- ☒ Clean or replace filters regularly on furnaces, air conditioners, and heat pumps to clear the air and save energy.

Marines honor nursing home residents

Cpl. Juan Vara
correspondent

Mother's Day has marked the beginning of National Nursing Home Week since 1967. This year, the 35th Annual National Nursing Home Week was celebrated May 12 to 18 and the residents of Britthaven of Jacksonville nursing home were honored with an event that brought tears to their eyes.

Approximately 25 Marines from the Station's Single Marine Program gathered at Britthaven the evening of May 15 to accompany the residents to a special dance with the theme "Proud to be an American."

The Britthaven dining room was re-decorated by the Activity Staff with the help of Marines and some residents. With balloons, Christmas lights, and other motifs displaying the red, white and blue, the room was transformed into a ballroom like those in five-star hotels.

After the residents were escorted into the ballroom, they enjoyed refreshments with the Marines by their side. Minutes later the music began and residents and Marines showed off their best moves.

"We talked of doing this for about two months at our SMP meetings," said Allison M. Sykes, Single Marine Program coordinator. "This is the third event we've done with Britthaven."

In February, the SMP visited Britthaven on Valentine's Day and last month they escorted several residents who came aboard MCAS New River to

watch rehearsals for the 2002 "Sounds of Freedom" Air Show.

"All of the SMP Marines have been wonderful with the residents," said Allysha Koury, Britthaven activity director. "I appreciate everyone for their participation, it means a lot to the residents."

Lance Cpl. Amy K. Stamme, a Metropolis, Ill. native and CH-46E flightline mechanic with Marine Medium Helicopter Squadron-263, said she's looking forward to returning to Britthaven.

"Some of the residents don't have visitors most of the time," added Stamme. "This gave them a chance to be around different people."

In a letter concerning National Nursing Home Week, President George W. Bush commended the 1.5 million residents of nursing homes across our nation, for the countless contributions they have made to our families, communities, and country.

President Bush stated that America recognizes the responsibility to protect and promote the dignity of all of our citizens. The seniors and people with disabilities who live in our nation's 17,000 nursing facilities remain a valuable resource to our society, particularly in today's turbulent times. Their experiences provide us with perspectives and insights into many of the challenges we face today.

Visitors at Britthaven of Jacksonville are welcomed between 9 a.m. and 8 p.m.

If you are interested in volunteering at Britthaven, or would like more information, call Allysha Koury at 353-7222 or 353-6325.



Cpl. Juan Vara

Sergeant Maj. Virgil G. Dwyer, MCAS New River Sergeant Major, talks to one of the Britthaven residents during the "Proud to be an American" dance, held to honor the nursing home residents during National Nursing Home Week.

22nd MEU provides lifesaving aid to local community

1st Lt. Michael Armistead
22nd MEU Public Affairs Officer

SOMEWHERE IN THE MIDDLE EAST -- Children and adults alike gathered at the dock and awaited the arrival of the Landing Craft Utility as it slowly approached the rocky, deteriorating pier. Soon, the end of the pier was populated by a small assortment of U.S. Marines. The profile of the USS Trenton was silhouetted against the early morning horizon, from which the LCU began its journey.

As the front gate of the LCU opened and several desert camouflaged Marines and Sailors walked onto the pier, the international symbol of the Red Cross emblazoned across a camouflage ambulance was clearly visible. If the intentions of the strange craft were unclear to the small throng of townspeople watching the procession, it was now clear that the medical and dental

staff of the Wasp Amphibious Ready Group and the 22nd Marine Expeditionary Unit (Special Operations Capable) team had landed, and many of their health and wellness problems would soon be well in hand.

While Marines and Sailors were completing training on one of the local ranges in an undisclosed location in the Middle East, MEU Service Support Group-22 had an opportunity to complete a few tasks of their own spearheading a Medical and Dental Civil Affairs Project (MEDCAP/DENCAP) in a local community.

The humanitarian assistance mission was conducted in a town whose surrounding areas comprised roughly of 4,000 people. Lt. Col. John Lopez, MSSG-22 Commanding Officer, coordinated the project while Capt. Ivan Kasanof and Navy Lt. Tracey Stefanon oversaw and directed the execution of the mission. Kasanof acted as the HA

officer-in-charge while Stefanon ran the medical aspect of the mission.

"This was my first HA mission," said Stefanon, an Orland Park, Ill., native. "I think it went pretty well."

The idea behind the project was to offer people of the town and the surrounding district the opportunity to receive medical and dental attention they otherwise would not have had access to.

"Sometimes they have access to care but they don't always have the meds," commented Stefanon. "Much of that help came from the (MEU) command element for getting the meds."

At one point, the crowd at the clinic became so large from people who just wanted to see the Americans, that the clinic courtyard needed to be cleared in order to make room for those who were clearly sick.

The MSSG detachment included a medical team, dental team and a main-

tenance team. When they came ashore, the team linked up with a Marine civil affairs detachment and a Navy explosive ordnance disposal team that had arrived in the town a few days prior to ensure the groundwork established earlier was still intact.

"This was an opportunity to make a difference in the lives of people whose lives are well below our own standard of living," shared Gunnery Sgt. Mark Goodnight, a civil affairs chief who calls Fredericksburg, Va., home. "It really opened my eyes on what work still needs to be done to help our fellow human beings."

Stefanon's medical team, which included Marines and Sailors from each major support element of the MEU as well as sailors of the WASP-ARG, set up six rooms, from which to treat

‘Condor’s’ take one Marine closer to home during squadron deployment

Cpl. Theresa E. Seng
correspondent

NAVAL AIR STATION BRUNSWICK, Maine -- As Marine Heavy Helicopter Squadron-464 deployed to NAS Brunswick from Marine Corps Air Station New River, N.C., it brought one Marine closer to home.

Staff Sgt. Ryan P. Demeritt is a native of West Newfield, Maine, and a CH-53E crew chief.

Demeritt joined the Marine Corps in 1993 because he wanted to do something significant with his life and see interesting things.

In the time he's spent on active duty he has done just that. Demeritt has been to Macedonia, Israel, Turkey, Italy and Portugal. Seeing the canals of Venice wasn't the highlight of his career though. Demeritt said his biggest accomplishment was becoming qualified as a plane captain and crew chief on a CH-53E.

Because of his qualifications he participated in missions supporting the 24th Marine Expeditionary Unit in 2000 flying over war-torn Macedonia, transporting troops and equipment into Kosovo.

Demeritt spent the last nine years in the Corps participating in various missions, operations and deployments, and loves every minute of it.

"I love the fact that I have the honor and privilege to serve this country the way I am, as one of the few and the proud," said Demeritt.

Demeritt has served honorably and according to Sgt. Michael S. Dewey, a fellow HMH-464 crew chief, he has even earned the nickname "Superman."

"We were with the 24th MEU and while he was on a mission there was a heater fire on the aircraft," said Dewey. "After the pilots landed the helicopter, he shut the 'bird' down, put out the fire and had it turning and ready to go. The tower came over the

radio asking if they would be ready to go back out to fly another mission and the pilot answered, 'because my crew chief is Superman, we're ready.'"

His time spent as a Marine is well worth it for him. "I feel like I have all the life lessons a 90-year-old man has learned," said Demeritt. "I've also learned a great trade and a lot about people."

Another thing Demeritt has learned in the Corps is that it's a small world. At his first duty station at Kaneohe Bay, Hawaii, he met someone who he worked with for a year who wanted a D'angelo's sub.

"We were on our way to get some chow and he said he wanted this sub. I had never heard of a D'angelo's below Massachusetts," said Demeritt. "We got to talking and he was from the same area as my grandparents. I was visiting them once and I remember there were pigs that tore up my grandfather's front yard. It turned out the pigs were his uncle's and my mom went to school with his aunts."

Whether it's in Hawaii, Maine or overseas Demeritt is a Marine through and through. While in Maine, he worked toward HMH-464's mission and was able to spend some time with his family whom



Cpl. Theresa E. Seng

Staff Sgt. Ryan P. Demeritt, Marine Heavy Helicopter Squadron-464 crew chief and plane captain, works on the cockpit of a CH-53E while deployed to Naval Air Station Brunswick, Maine.

he hasn't seen for about a year.

"Seeing my family has been great," said Demeritt enthusiastically.

"It's a rare occasion for a squadron to deploy to a small town in Maine, and it happens to be 45 minutes from my home town. It's been great for my family too because they got to see close up the aircraft and what I do. They've never been able to do that before and they probably never will again," he said.



Pfc. Misty D. Salinas

Riding for Safety

The Marine Aviation Logistics Squadron-26 Motorcycle Safety Club had a formation ride to Myrtle Beach, S.C., May 17. The "Patriots," led by Capt. Chris Ramsey, undertook the trek to promote motorcycle safety, with an emphasis on proper techniques for formation riding. The club is comprised of 28 members of both off-road and on-road motorcycle riders in MALS-26.

Self-centered ball players killing National pastime

Master Sgt. Tim Shearer
Public Affairs Chief



I was talking to a "soccer parent" the other day about how I found it odd that more kids are out kicking a ball around than picking up a bat and dreaming of stepping into the box at Wrigley Field.

One thing that has almost always been a constant is baseball. It's something Americans invented and something that we are the best at. Other countries spend millions of dollars to lure our washed-up players to sign on to their rosters. Yeah, Slamin' Sammy is from the Dom Rep, and there are some pitchers from Japan whose names I can't spell, but baseball is something that gives me a degree of nationalistic pride.

The soccer parent agreed that baseball was "the" sport, but his kids would rather wear a pair of baggy shorts that hang to their knees than pin-stripes that speak of legacies like the Babe, Dimaggio and Hammerin' Hank. We

kind of agreed that times change and everyone moves on. The only problem with this is that I only know maybe two things about soccer.

I know a few years ago, some gal made millions of dollars ripping her shirt off after the gals won some championship. They still show that on TV and she still denies that she made any money showing off her brand of bra for the world to see.

I know that fans in third world countries (where soccer is really big) have a habit of crushing each other in human stampedes during games. If their team wins they crush each other to celebrate; if they lose they crush each other in protest.

What brings this up is an obscure article I read Wednesday in the New York Times. It looks like baseball players are going to try once more to put an end to the game. 1994 is a year that I try to forget. It's the year that America "Lost" the World Series. It wasn't another country with superior players and coaching that took the game, it was player greed and a strike. They won more money, I guess, but the American people lost.

Greed, egos and bad manners

ruined America's pastime for at least a year. It put a damper on something that serves as an escape for those of us who follow the game; especially Cubs fans. Every year they cancel the series probably adds another decade to the time we will wait to see a World Series pitch tossed out on the Northside of Chicago.

When I heard the players were threatening a strike again this, of all years, I cringed. Since 9/11 we have come together as a country. As a united population we stood up to terrorists of the world and said, "Hey dudes, you won't change our way of life." As a population baseball players are doing what the terrorists couldn't...changing our way of life.

The changes don't just affect fans. There are people who make their living selling hotdogs, beer and T-shirts at the stadiums. There are hotels, taxi drivers and cooks who depend on tourist dollars generated from ball games. All of these people will once again be driven to the unemployment lines because professional ball players just can't seem to make ends meet on a million dollar-plus salary. All of this will result in some bad juju that somehow faded after 1994.

My generation grew up playing

baseball. We didn't have cable TV and the electronic toys that keep kids indoors today. During any given summer day a baseball game could run eight or nine hours with different players joining in when others had to leave. The smell of leather and heft of a hand-me-down bat was just a part of our lives.

Today the game doesn't have the luxury of such dedicated aficionados. There are other things that people will turn to when the players turn the fans off. The rebound the game made in 1995 will be hard to match, and if the players strike it will change the face of the game forever. The fans will not show up to buy tickets to foot the bill for million dollar bonuses, and advertisers will be hesitant to pay for TV airtime when only seven people are watching a nationally broadcast game.

I guess my alternative is to get one of those soccer stickers for the back of my pick-up truck and buy a rulebook. I also have ESPN Classic to take me back to time when baseball was a blue-collar sport and class acts like Cal Ripken, Jr., Nolan Ryan and Willie Mays showed up every day for the love of the game.

Real Sergeants:

1. Can chew butt for ten minutes without ever repeating a word.
2. Have a spine.
3. Can play a lance corporal like a finely tuned violin.
4. Can see in the dark.
5. Have eyes in the back of their heads.
6. Still don't trust the Russians.
7. Tolerate the British.
8. Don't confuse political correctness for good manners.
9. Don't care about being politically correct. And think political correctness should fall under sodomy in the UCMJ.
10. Love to deploy because there is less paper work and more real work.

11. Can run five miles the morning after a wet down.
12. Do not fear women in the military.
13. Still know how to use a buffer.
14. Appreciate the feel and power of the M1911A1 even though it has been replaced with a lightweight pea-shooter.
15. Believe they have a rendezvous with destiny.
16. Have a picture of Lou Diamond in the Quarters.
17. Remember when push-ups were considered a good motivator.
18. Idolize John Wayne.
19. Don't believe that AAFES really needs a "commander".
20. Would have paid money to see the army general named Custer getting his clock cleaned.
21. Don't like taking guff from people with new ideas.
22. Know how to properly dig a straddle trench. And, have used one.

23. Might admire the Germans, but realized we kicked their butts every time the need arose.
24. Aren't afraid of the Chinese even though they outnumber us a thousand to one.
25. Don't believe a thing the Iraqis say.
26. Don't need a GPS to find themselves in the woods.
27. Have enough Cammies in their closets to start a surplus store.
28. Know how to make MREs taste good; with a little hot sauce.
29. Have more time on ship than others have in the chow line.
30. Know that its not good coffee if you can see through it.
31. Don't blame poor marksmanship on their M-16.
32. Above all else, real sergeants put the lives of their Marines and mission accomplishment above their own needs.

'Iron Horses' lift targets high in the sky

Cpl. Juan Vara
correspondent

Marine Heavy Helicopter Squadron-461 went out on a mission the morning of May 7, adding another accomplishment to their list.

The Training Resource Management Division of Marine Corps Base Camp Lejeune tasked the "Iron Horses" with moving three unserviceable M981 Fire Support Vehicles from Landing Zone Bluebird to be used as targets at the BT-3 Impact Area. LZ Bluebird and the BT-3 Impact Area are artillery and air-to-ground ranges located on the eastern coast of Camp Lejeune.

According to Master Gunnery Sgt. David W. Lynch, the TRMD's training projects chief and Excelsior Spring, Miss. native, there was no prior experience on moving this type of gear.

Loads should be certified for all flights to ensure helicopters will perform within the limitations established by the helicopter manufacturer, without exceeding the gross weight for environmental conditions where the helicopter is to be operated.

Lynch said the commanding officer of Marine Aircraft Group 26 made the decision to fly to LZ Bluebird and look at the gear. After he looked at the way the targets swung, he certified the load to be in compliance with Marine Aviation Operational Risk Management.

Captain D. B. Odgen, a CH-53E pilot and weapons and tactics instructor for the squadron, said a Helicopter Support Team from Camp Lejeune's 2nd Transport Support Battalion, deployed to LZ Bluebird with a crane and lifted a vehicle to find out the weight and link-count for a single-point lift. In what is called a 'static load,' the M981 FSV was determined to weight 21,000 pounds. When Marines perform single-point lifts a hookup team stands on top of the vehicle. A Marine with a static wand discharges static electricity to avoid electricity build-up on surfaces as a result of friction from particles flying in the air. This avoids sparks, which could cause explosions. After the load is hooked to the air-



Cpl. Juan Vara

Marines from Camp Lejeune's 2nd Transport Battalion quickly move toward the designated assembly point as a CH-53E helicopter lifts the 21,000 pound load.

craft, the hookup team dismounts the vehicle and remains close to the load as the helicopter removes slack from the chains hooked to the vehicle. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated assembly point.

Prior to picking up the FSVs, the zone where the vehicles would be dropped off had to be marked. Marines from the explosives ordnance and disposal at Camp Lejeune's Range Control were transported to BT-3 by the Navy Boat Crew and made sure there was no unexploded ordnance around the marked area. All vehicles were picked up and dropped off successfully.

With the outstanding support from several units aboard MCB Camp Lejeune, HMH-461 became the first squadron from MCAS New River to lift M981 FSVs.

"There are 40 more vehicles they want us to move," added Decapite. Odgen stated that executing a lift of 21,000 pounds maintains the viability of the CH-53E mission.

"It proves we can still carry the heavy loads," he said.

CHANGE

from page 3

He began Naval flight training at Pensacola, Fla., and was designated Naval Aviator in March 1987. In June 1994, he graduated from the Amphibious Warfare School in Quantico, Va. He graduated from the Marine Corps Command and Staff College, Quantico, Va., in June 1999.

Upon completion of flight school, Murtha reported for duty at Marine Helicopter Training Squadron-204 for

Basic Helicopter training for the CH-46 Sea Knight. In August 1987, he reported in to Marine Medium Helicopter Squadron-261 for his first fleet tour. While with the squadron, he served as assistant operations officer, flight equipment and quality assurance officer.

During this time, Murtha completed two Mediterranean cruises and fought in Desert Storm. While in the Mediterranean, Murtha was involved in Operation Sharp Edge, a non-combatant evacuation operation of Liberia. In July 1991, Murtha reported to HMT-204 as the aviation maintenance officer and instructor pilot.

Murtha also served with the 2nd Light Armored Reconnaissance Battalion, Camp Lejeune, N.C. as a forward air controller/battalion air officer. While at 2d LAR, he was selected to take command of the Headquarters & Service Company. Murtha was transferred to HMT-204 for refresher training in August 1995. In October 1995, Murtha reported to HMM-365 for his first tour with the squadron.

In June 1999, he was assigned to Aviation Plans, Policy, Budget, and Joint Matters at Headquarters Marine Corps. He was transferred to Marine Medium Helicopter Squadron-164 for refresher training in August 2001. In

October 2001, he was assigned to Marine Aircraft Group 29 as the Headquarters Squadron Commanding Officer.

Murtha's personal decorations are the Meritorious Service Medal, Air Medal with Strike 1 and Navy Marine Corps Commendation Medal, gold star in lieu of second award.

Murtha, a New Martinsville, W. Va., native, is married to Karen Sue Murtha of Pensacola, Fla. They have three children, Jason, Jimmy and Mary Murtha.

"Get ready for Mr. Toad's wild ride," said Murtha about the future of HMM-365.

Llamas, Emus and Sheep, Oh My!

Local zoo has something to offer everyone

Pfc. Misty D. Salinas
correspondent

Escape from the wilds of the city to the wilds of the animal kingdom, and take the family on a stroll through the local zoo, just don't forget the camera.

This 10-acre "hidden jungle" near Jacksonville is home to the Lynnwood Park Zoo. The zoo is where Marines can take their families to enjoy nature and animals.

"I think it's a great place for Marines to take their families," said Cerretha Barbour, Station Child Development Center clerk. "The center took a trip out there and the children loved getting to see all of the animals."

The zoo has a variety of animals from different land mammals, to exotic birds, hoofed stock, waterfowl and reptiles.

The different reptiles on display include the savannah monitor, the green iguana, the rat snake, the

veiled chameleon, the ball python and the California king snake.

In one corner of the zoo, an exhibit is set up for the North Carolina state reptile, the eastern box turtle. The turtles in the exhibit have been rescued from the roads around Jacksonville.

There are three different species of sheep. There are the Jacobs four-horned sheep, barbary sheep and the Black Welsh mountain sheep. Other hoofed stock included is the Sicilian donkey, the Pigmy goats and llamas.

Other animals include the emu, a swift-running flightless Australian bird smaller than the ostrich. The capybara is the world's largest rodent, getting up to a 100 pounds and two feet tall at the shoulder.

Wanting to see something with a little more 'feathers' on it? There is a wide variety of different feathered species such as pheasants, pigeons, doves, turkeys, ducks and chickens.

While walking through, make sure to stop by and

say hello to "Porkchop." Porkchop lives in the prairie dogs exhibit, and enjoys spending his day digging tunnels and climbing to greet zoo patrons.

In addition to the animals already on display, are areas set up for zoo expansion. The zoo has a goal of putting in at least two new exhibits every year, sometimes more, said Gary Evans, zoo owner.

Evans, a Jacksonville resident, opened the zoo in 1994. The animals and zoo are owned by Evans, who grew up in a rural area around animals, always wanted to work with animals. After two years of working with small animals and displays, the zoo was opened to the public.

"I say I own the zoo, but when you work with animals, they in fact own you," said Evans.

Evans and his wife, and a volunteer staff, run the zoo and take care of the animals. Since volunteers staff the zoo, anyone with a genuine interest in working with animals is more than welcome to stop by.

The zoo is open Friday through Monday, 10 a.m. to 5 p.m., to the general public, and Tuesday through Thursday for scheduled groups. Admission is \$5 for adults, \$4 for children 2-12 and free for children under 2.

"On the weekends it is more of a self-guided tour," said Evans. "During the week, when the groups come through, we can work more one on one with them. When we give the tours, we make it age appropriate."

The tours give educational information about the different animals at the zoo. The different animals at the zoo are captive raised and were acquired from other zoo's and other licensed facilities.

Lynnwood Park Zoo is located four miles northwest of Jacksonville on Wells Road, off of U.S. Highway 258. For more information, or to schedule a tour, call 938-5848.



Pfc. Misty D. Salinas

"Porkchop" the prairie dog greets the patrons of the Lynnwood Park Zoo.



Pfc. Misty D. Salinas

Gary Evans, zoo owner, gives Santana Garmon, Jacksonville High School student, food to feed the llamas at the Lynnwood Park Zoo.

When 'Phrogs' fly

Cpl. Andrew W. Miller
correspondent

When you think about aviation and people who are responsible for the successful completion of missions, those who work behind the scenes seldom get the recognition they deserve.

In charge of the 20 station, (everything behind the pilots), crew chiefs have a very important job that requires a lot of responsibility.

Corporal Benjamin S. White, Marine Medium Helicopter Squadron-266 crew chief and native of Fitzgerald, Ga., said that ensuring the crew returns safely is a stressful responsibility.

"A crew chief's job begins around 5 a.m. checking the aircraft, ensuring it is safe for flight, and his job never lets up throughout the flight," explained the CH-46E Sea Knight crew chief. "We take care of any passengers that we might have, making sure they are strapped in properly, and take care of everything mechanically when the 'Phrogs' are in flight."

On a normal routine, a crew chief will have either a "fly day" or a "test day."

Fly days consist of the crew chiefs coming in early to check the helicopters over, briefing with the pilots to discuss the plan of the day and then loading the necessary equipment needed for the mission at hand. Proper gear including an LPU 34 vest and a helmet must be worn at all times.

The LPU 34 is a safety vest containing air, flares, floats, strobes and a trusty old knife. The helmet contains night vision goggles, a visor and microphone.

After they return from a mission, the crew chiefs look over the CH-46s one last time, tie it up and record any gripes that they might have noticed or received from the pilots.

On a test day, the crew chiefs prepare the helicopters, and after the end brief with the pilots, they begin making their early morning runs. While making these runs, the crew chiefs are checking for any unusual vibrations or discrepancies he might notice.

Upon returning, they immediately make adjust-

ments to the aircraft. Tests are administered to the planes every 100 hours of flight. These test days are long and tedious, but are important to properly maintain well running helicopters.

"Learning to handle this type of responsibility requires an assertive personality," explained White. "You have to be cool under pressure and make wise decisions because other Marines lives are in your hands."

"Crew chiefs have to know a lot about a variety of jobs. If anything goes wrong while we are in the air, it is our responsibility to handle the situation until the pilots can land. Then the real experts [CH-46 mechanics] can take over," said White.

"We work hand-in-hand with the crew chiefs and consider ourselves 'buddies' with most of them," said Sgt. Andrew T. Phillips, Marine Medium Helicopter Squadron-162 CH-46 mechanic.

Although they play two separate roles, the relationship between pilots and crew chiefs turns into mutual respect.

"I am really close with my pilots because we are constantly working together and helping each other," he said.

Eventhough White deals with such safety hazards as fuel, ordnance and moving mechanical parts day in and day out, he chose this occupation out of a sheer desire to fly.

Requirements and education prove that those "little gold wings" are hard earned. Crew chiefs undergo extensive training at the Naval Aircraft Candidates School in Pensacola for approximately two months, then Survival, Evasion, Resistance, and Escape school for a month. They also spend approximately ten months in mechanics and flight-side schools.

As if the education wasn't hard enough, the physical requirements are even tougher. With 20/20 correctible vision, excellent hearing and depth perception, you might be given the opportunity to try your luck in the crew chief water survival qualification course.

These requirements and qualifications may sound a little extreme, but well-trained crew chiefs are a

necessity in an aerial emergency situation. In a combat environment, one of the most important roles is troop transportation. It is a must that these crew chiefs know what they are doing.

"Just like any other occupation, we do really cool stuff and some not so cool stuff," explained White. "Sometimes we get the opportunity to participate in air shows and at other times we are stuck on a boat for months at a time.

"Most of the time the good outweighs the bad. Knowing what I know, if I had to start over and pick an MOS, this is the one I'd pick," said White.



Cpl. Andrew W. Miller

Removing the "chock blocks," Cpl. Benjamin S. White, Marine Medium Helicopter Squadron-266 crew chief, prepares a CH-46E Sea Knight for a run.

MEU

from page 5

patients; two general rooms, one specific to women, two for pediatrics, and one set aside for the dentists. In addition, a local doctor flew in to assist in the effort. Translators provided by the local military, as well as the MEU, were present to help in translating the ailments

and issues of the patients to the medical teams.

"We saw plenty of kids," stated Stefanon. "The people were much more forthcoming than we thought."

The clinic's supervisors, a doctor and a dentist who were also married to each other, helped facilitate where they could make treating and communicating with the populace easier for the detachment.

The people who came to see these 'doctors in tan' had a variety of ailments

that they hoped could be treated by the Americans.

"By far many of the problems we saw stemmed from malnutrition," explained Stefanon. "Though, we did see some strange skin infections."

"It's great to give care to people who have no access," shared Lieutenant Commander Kenneth Leahy, a dentist from Scotchplains, N.J. "They were happy that someone was there to take care of them."

The contact team conducted mainte-

nance at the clinic by fixing gates around the area. On the second day, they conducted maintenance on vehicles that belonged to the local military.

"This is the stuff that I would see in the movies but would never expect to do in real life," said Sgt. Danny Mullins, a motor transport mechanic from Clintwood, Va., while assisting in welding the door of a clinic gate back to its hinges.

"I'm happy that we had an opportunity to do this," he said.

Rock you like a hurricane

Preparing for hurricane season June 1 through November 30

ITEMS TO HAVE ON HAND

- Flashlight with extra batteries
- Water
- Canned & non Perishable Foods
- Can Opener -mechanical
- Sterno or other heat source
- Radio with extra batteries
- Calling Card & Family Address/Phone List
- First aid kit and manual
- Essential medications
- Cash and credit cards
- Specialty items necessary for infants, elderly or disabled family members
- Sturdy shoes, protective clothing and sleeping bags or other bedding
- Road map of the local areas in case the route is unexpectedly changed

PREPARING YOUR HOME

- Remove all loose debris around the house.
- Trim back any trees with dead or weak branches.
- Make sure you have window protection, (lock, tape, board or shutters).
- Know where your utility mains are located and how to turn them off.
- Prepare for securing outside equipment ;patio furniture, BBQs, trash cans, etc. Remember, you will need a professional to turn utilities back on.

DISASTER SUPPLIES KIT

- WATER
 - One Gallon per person per day for 3-5 days.
 - Store water in plastic containers such as soft drink bottles.
 - Use water for health purposes; min 2 qt./day per person, weather depending. Other water requirements are for hygiene and cooking needs.
- FOOD
 - Store at least a three-day supply of non-perishable food that require no cooking, refrigeration, or preparation. If needs cooking, use a can of sterno.
 - Include high energy foods such as peanut butter, jelly, nuts, trail mix, health food bars, and crackers.
 - Also include staples of salt, sugar, pepper
 - Comfort foods like cookies, hard candy, sweetened cereals.
 - Vitamins
 - Canned juices, milk, soup, instant coffee, tea
 - Ready to eat canned vegetables, fruits and meats.
 - Specialty foods for infants and elderly, to include bottles

FIRST AID & SPECIALTY SUPPLIES

- Sterile adhesive bandages and gauze pads in several sizes
- Hypoallergenic adhesive tape
- Scissors, tweezers, thermometer
- Roll bandages, tongue blades, triangular bandages
- Antiseptic, moistened towelettes, petroleum jelly
- Aspirin or non aspirin pain reliever
- Antacid & anti-diaherra medications, laxative
- Allergy medications for mold, etc.
- Contact lens supplies, extra set of glasses
- Important family documents and financial records
- Prescription drugs
- Needle, threads, safety pins
- Cleaning agents, disinfectant, bleach, & soap

HANDY TOOLS & SUPPLIES

- Radio, flashlight & extra batteries
- Hand saw for downed trees, if no power available
- Hammer, screw driver, pliers
- Large nails, tacks and roofing nails
- Large sheets of heavy plastic
- Duct tape, 2 rolls
- Aluminum foil, large garden bags, plastic storage bags
- Paper, pencils, crayons (children)
- Entertainment supplies; games, books, magazines
- Extra cash, credit cards
- Toilet paper, diapers, feminine supplies
- Plastic bucket, other cleaning supplies
- Garden or work gloves, 2 sets

KNOW THE DIFFERENCE

- WATCH - A hurricane watch is issued when there is a threat of hurricane conditions within 24-36 hours.
- WARNING - A hurricane warning is issued when hurricane conditions (winds greater than 74 miles/hour or greater, or dangerously high water and rough seas) are expected within 24 hours or less.

- During a WATCH
 - Decide early if you will stay home or leave if conditions get worse.
 - Assemble your emergency supplies making sure that nothing has leaked or become

- damaged during storage.
 - Fuel the car with a full tank of gas.
 - Bring in outdoor objects, anchoring those that cannot be brought inside.
 - Secure the building by closing and boarding up windows and removing outside antennas, if possible.
 - Turn refrigerator and freezer to coldest setting. Open only when absolutely necessary and close back quickly.
 - Store additional water in clean bathtubs, jugs, and cooking utensils
 - Review your evacuation plan
 - Secure any boats or trailers using tiedowns, anchoring to house or ground.
- During a WARNING
 - Listen carefully for official instructions
 - If in a mobile home, check tiedowns and evacuate immediately
 - Store valuables and personal papers in water proof containers and place on highest level in home or prepare to take with you

IF EVACUATION IS NECESSARY

- Secure home, unplugging appliances; turning off electrical and water mains.
- Take blankets, sleeping bags and pre-assembled shelter kit.
- Let designated family member outside of the area knows your evacuation plans and when you will call again.
- Lock your doors and leave as soon as possible, avoiding flooded roads and using caution for washed out bridges.

IF STAYING HOME

- Stay inside away from windows, skylights and glass doors
- Avoid open flames (candles and kerosene lamps) utilizing battery powered flash-lights, knowing where extras are stored
- If power is lost, turn off all major appliances and computer to reduce power surge damage when electricity is restored
- Empty and secure all trash containers

WHAT TO DO AFTER A HURRICANE

- Keep listening to NOAA Weather Radio,local radio or TV stations for instructions.
- If you evacuated, return home when local officials tell you it is safe to do so.
- Inspect your home for damage.
- Contact Insurance Agent immediately.
- Contact family and let them know you are safe.
- Use flashlights in the dark; do not use candles.
- Seek additional shelter or secure home, if authorities deem it safe to live in.
- Know how to get hold of FEMA.

- Be cautious when walking around as wild and domestic animals have also been displaced and are frightened or lost.
- Also be cautious outside as many branches, trees and power lines have fallen and may be unstable or ready to fall.
- Know American Red Cross Disaster Mental Health Services are available to help with children's fears.

RETURNING HOME AFTER A DISASTER

- Keep a battery-operated radio nearby for updates.
- Use sturdy shoes and work gloves during cleanup.
- Check house, roof, and chimney for structural damage.
- Be careful when entering a building or as you go through each room of your home.
- Use caution while walking around as there may be downed electrical wires, which are still live.
- Do not use open flames, torches, etc. to prevent fires.
- Watch out for animals, especially poisonous snakes that may have entered your home with floodwaters.
- Use a stick to poke around through debris.
- Remember to help your neighbors who may require special assistance, such as infants, elderly or those with disabilities.
- Open closets and cupboards carefully.
- Check food and water supplies before using them.
- Until phone service is fully restored, limit use to life-threatening emergencies or to contact insurance agents.
- Extinguish all open flames.
- Check gas, electrical water, and sewage lines prior to using, noting that a professional may need to be called in to turn on utilities.
- Clean up spilled medicines, bleach, gasoline, or flammable liquids.
- Try to protect your home from further damage by covering windows.
- Pump out basement gradually, 1/3rd per day to try and avoid damage of walls collapsing or floors buckling.
- Clean and disinfect everything that got wet.
- Throw out food, cosmetics and medicines that came into contact with flood waters.
- Take pictures of damage.
- Keep good records of repair and cleaning costs. Keep receipts in a safe place.
- Call your insurance agent.
- Get assistance from the American Red Cross and FEMA.
- Watch for signs of stress in your family and pets. Contact the American Red Cross or other health professionals to help you and your family cope with these common feelings and reactions.

Information provided by
the American Red Cross 451-2173

See you later Gladiator

Sgt. Matthew O. Holly
correspondent

Marines from New River stepped up to the plate to test their physical skills in several events at this years Gladiator Challenge at the Station Gym, May 16.

The challenge consisted of five events in which the participants went head-on with one to five gladiators, depending on the event.

"The idea was to get people in our military community interested in doing something different," said Verna Richardson the station aerobic supervisor. "This was just a way to get the participants out of the same routine."

The first of the five events was the "Assault." The challengers started at one end of the gym and had to maneuver from station to station while trying to avoid being hit by the fierce momentum of the gladiator's ball. At each of the six stations the contestants got the chance to unload their arsenal of three balls to hit a target or a gladiator. If the contender was struck



Sgt. Matthew O. Holly

Lance Corporal Miguel A. Dukes, dynamic component mechanic for Marine Aviation Logistics Squadron-29, gives gladiator Lance Corporal David J. Tademy, station operations clerk, a run for his money as he tries to pull him out of his circle in the event "Whiplash."

before he accomplished this, he was awarded no points.

The next event was "Whiplash" With one hand holding on to a rope or "the bone" as they called it, the challenger must force the gladiator out of his circle. If any part of the gladiator touches outside of his circle he is eliminated. If either the gladiator or the challenger releases "the bone", they will be eliminated.

The third event was power ball. The contender was to do whatever it takes to get as many balls as possible past two gladiators in three 3-foot baskets in the 30 seconds allotted.

The fourth event was a one-on-one competition between a gladiator and a challenger. It was a blind folded tug-of-war match in which the participants would strive to pull one another through the centerline made from a stream of paper. Whoever pulled their opponent through the paper line first was declared the winner.

The final event was the dreaded "Gauntlet." The "Gauntlet" invited the challengers to engage the first obstacle, a 4-foot wall, only to be met by five gladiators armed with pads, who will do anything to keep you from your goal. If one was lucky enough to get past the combatants, they then had to jump up and grab their victory flag to signify the end of the two-hour grueling contest.

"The event was very enjoyable," said Lance Cpl. Leaf P. Buckley, Station Dining Facility cook and Blackwood, N.J. native. "I thought I might as well have fun and build shop cohesion with the rest of the Marines I work with."

"I had a lot of fun," said Lance Cpl. Miguel A.



Sgt. Matthew O. Holly

Gladiators stuck it to all challengers who stepped on the "Powerball" court.

Dukes, dynamic component mechanic for Marine Aviation Logistics Squadron. "The gladiators talked a lot of trash. They didn't impress me one bit, but it was all in good fun."

"The competition brought on a good challenge and got my adrenaline flowing, said Sgt. Maj. O'Neal Johnson, sergeant major of Marine Heavy Helicopter Squadron-772 and Gladiator Challenge participant. "Next year I would like to see more participation throughout the Station."

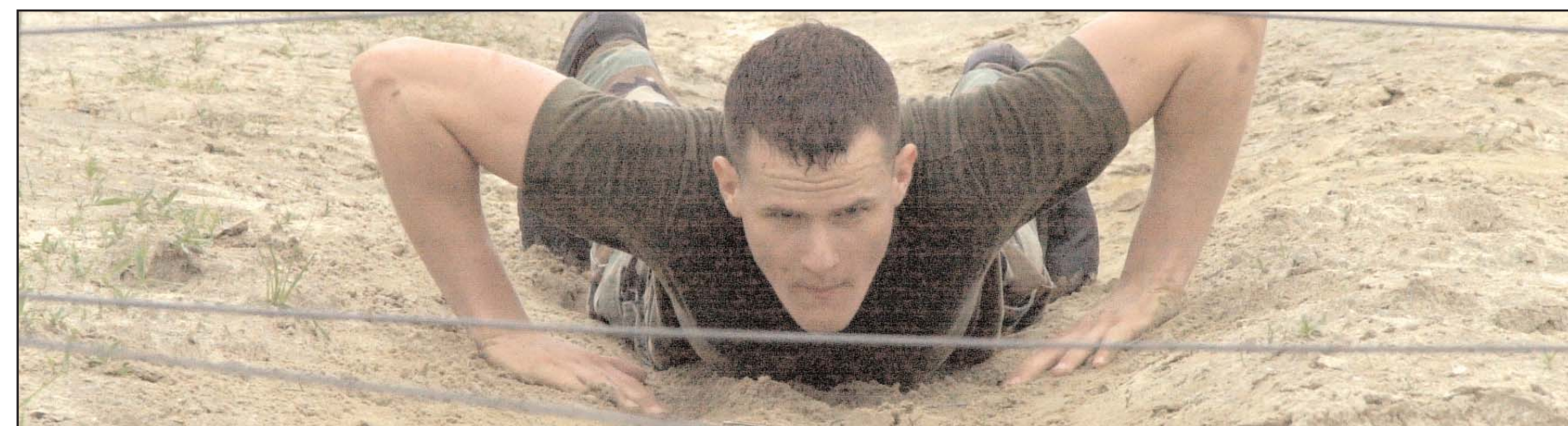
All and all it was a couple of hours packed with fun, which tested and challenged those who participated.

Those involved had a lot of energy and enthusiasm and showed a great spirit for competition. And for the record, the Marines conquered and destroyed the gladiators.

Intramural Softball Standings

1.	MWSS-272	11-1	10.	HMM-266	6-5
2.	MALS-29	10-1	11.	HMT-302	5-6
3.	H&HS	9-2	12.	MALS-29 GSE	5-8
4.	NAMTRAMAR Unit	9-3	13.	Medical	4-6
5.	MALS-26	8-3	14.	HMH-461	4-7
6.	HMH-464	7-4	15.	IPAC	2-7
7.	HMLA-167	7-4	16.	MALS-26 Supply	2-7
8.	HMLA-269	6-2	17.	VMMT-204	2-7
9.	SOI	6-4	18.	MAG-26 HQ	1-11





Cpl. Andrew W. Miller

Staying clean was not an option for the Marines of HMLA-167 during the third annual "Warrior Challenge," May 11.

Warriors take on a challenge

Cpl. Andrew W. Miller
correspondent

The "Warriors" of Marine Light/Attack Helicopter Squadron-167 battled their way across parts of New River and Camp Geiger in the third annual "Warrior Challenge," May 11.

"This voluntary event gives our Marines the chance to compete and have their names put on the trophy," said 1st Lt. Barton O'Brien, organizer of the event. "Our squadron is very competitive and bragging rights are a big deal," said the Warren, Penn. native.

The teams consisted of three members to run the race and one driver who transported the mountain bikes during parts of the course where they were not needed.

Each team had to run the race together, not separating by more than

five meters at any time during the race. This was a team race not an individual effort race.

This unique event, approximately 20 miles long, consisted of many different portions to challenge the Marines both mentally and physically.

Beginning at the Station Marina, the runners hit the asphalt to run approximately three miles to the obstacle course across from the exchange. This had a small twist in the fact that each team had to complete 150 push-ups between the three members after the obstacle course.

Next, the teams tested their marksmanship by making their way to the pistol range. Here, each team member had to fire five shots with a 9 mm pistol. Points were deducted for each shot fired outside of the black target area. This proved to be difficult after already completing a three-mile run and the obstacle course.

After firing at the pistol range, the warriors quickly mounted their bikes and headed for the single-track mountain bike trail aboard New River. Steep hills and narrow trails slowed the riders during this part because most of them had never ridden this particular path.

This intense ride, which consisted of both gravel roads and wooded trails, took the teams to Camp Devil Dog.

Exhausted from the ride, the teams jumped off the bikes and prepared for a "stretcher run," one member on the stretcher and the other two carrying it. Just like in recruit training, this run was not very enjoyable as the stretchers became harder and harder to hold on to as fatigue set in.

The stretchers were hauled and unloaded just short of the confidence course at Camp Devil Dog.

Despite being exhausted, the teams pressed on, climbing, balancing and crawling their way over logs and under barbwire to complete the confidence course.

Running back across the stretcher course, the teams were tasked with a short Marine Corps history quiz. Minutes were added to the team's time for each question they answered wrong.

At this point, the teams had begun to use different strategies and despite being penalized by judges that were at each event location, some teams chose to skip finding the four boxes they were to find during the land navigation portion.

Flying down the gravel roads on the mountain bikes again, the teams were enroute to the canoes for the final portion of the race. Paddling with exhausted arms and backs across New River to the Station Marina the teams secured the canoes and ran up the hill to cross the finish line.

Although all the teams completed the race Capt. Keller, Capt. Letendre, 1st Lieutenant Humphrey and Capt. Young's team proved to have superior endurance, strength and speed crossing the finish line victorious with a time of 3:50:14.

Upon finishing the race, the teams were greeted by fellow Marines and family members who had prepared food and beverages for the teams. It was an excellent way to finish the race with a meal for the whole squadron. Also making an appearance was Scooter the clown, who entertained the children by making animal balloons.

"It was an awesome experience and great for people like myself who enjoy challenges," said Cpl. Melissa E. Yemc, HML/A-167 Support Equipment Assets Management and native of Holt, Mich. "I came from Japan and the units there are small. The closeness and camaraderie in this unit feels the same as it did in Japan."

"Preparing for an event like this takes a lot of work and participation," said O'Brien.

Marines from the Provost Marshal's Office, School of Infantry and the pistol range made up a staff of approximately 50 to support this event.

"This is like a family picnic for us," said O'Brien. "Every squadron has events for their Marines to get together and spend time with each other and this is one of ours. The Marines fought hard all morning and they really take pride in this competition."



Cpl. Andrew W. Miller

The finish line was drawing near as Marines from HMLA-167 entered the water for the final event in the third annual "Warrior Challenge," May 11.

'Patriots' and 'Wolverines'

Cpl. Juan Vara
correspondent

Throughout the Armed Forces, Marines are known for always being competitive. They like to be the best at what they do, and they will try their hardest to prove it.

The Marine Aviation Logistics Squadrons aboard MCAS New River decided it was time to find out which squadron was the toughest between the two, and on May 10, approximately 1,400 Marines from MALS-26 and MALS-29 met at the Station Marina for a few rounds of "friendly competition."

"We're mirror image squadrons because we share the same military occupational specialties," said Lt. Col. Daniel C. Batt, MALS-26 Commanding Officer. "We just thought it would build camaraderie and 'esprit-de-corps'."

At 9:45 a.m. the squadrons formed up at the MALS-29 Headquarters Building and double-timed to the Marina. After comments from the commanding officers of both squadrons, the "Patriots" and "Wolverines" enjoyed lunch before the competition began.

Under the hot sun, the squadrons competed on events such as three-on-three backyard basketball, flag football, ultimate Frisbee, sand volleyball, dizzy izzy, M-16 relay, 5-ton pull, bench press competition and a biathlon. The last event, for "bragging rights," was the tug-of-war challenge.

According to 2nd Lt. Jeffrey C. Petersen, MALS-29 aviation supply officer and Woodbridge, N.J. native, the idea of organizing this event was brought up in the end of March by the squadrons' commanding officers.

With support from the several Station assets the event came to realization in six weeks.

Staff Sgt. Michael C. Herbst, an aviation engines mechanic at MALS-29 powerplants, said the overall purpose of the event was to have fun.

"There's Marines who haven't seen each other since MOS school," Petersen added. "This also was an opportunity for them to reunite."

In the final event, MALS-29 slashed MALS-26.

"Winning the tug-of-war was awesome," said Sgt. Dennis E. Dugan, an Ocean City, N.J. native and an avionics electronics technician with MALS-29. "Especially because it was the last event. We went out with a bang!"

"It was a great idea to get both squadrons involved and have a little fun between the two," said Pfc. Justin J. Carter, a supply clerk from Saginaw, Mich. assigned to the repairable management division of MALS-29. "It gave us a chance to make friends with other people."

The undisputed champion at the end of the day was MALS-29. In front of both formed squadrons, the winning squadron's commanding officer was presented with a commemorative plaque.

"A lot of it was luck. Today it went our way," said Lt. Col. Stewart O. Gold, MALS-29 Commanding Officer. "We're just happy we had a chance to come out and bond with our brothers of MALS-26."

During closing remarks, Gold told his squadron not to become complacent and keep training physically and mentally, as the "Patriots" will return later and seek revenge.

Squadron representatives hope to make the field meet an annual challenge for the two squadrons.



Cpl. Juan Vara

Private first class Elizabeth M. Brearey, an avionics clerk with MALS-29, struggles to break down an M16-A2 service rifle during the "M-16 relay" between MALS-26 and MALS-29.

NAMTRAMAR 'chili-ing' out



courtesy NAMTRAMAR

Late April, the NAMTRAMAR UNIT Key Volunteers Organization hosted their first Chili Cook-off. More than 180 students and instructors enjoyed tasting a wide variety of homemade chili. The instructors and staff of NAMTRAMARUNIT submitted over 35 varieties of chili. The entries were judged in three categories: Tastiest, most original and hottest.

The honor of making the hottest chili went to Lcpl Mendoza, a CH-46 Avionics Student. The winner of the tastiest chili went to Sgt Barnes and the most original chili award went to GySgt Smith.

LINKING together



Cpl. Theresa E. Seng

The L.I.N.K.S.ers pose for a group picture with Jane Mize, wife of Maj. Gen. David Mize, Commanding General of Marine Corps Base Camp Lejeune, during their Light-Hearted Dining-In and Team Appreciation Dinner, May 10 at the Station's Officer's Club.

Action Ads

For Rent or Sale: Williamsburg Plantation Home, 4 BDRM, 2.5 Bath, 2-story, \$1,295/month or \$159,000, available late May. Call 937-7077.

For Sale By Owner: 3 BDRM, 2 Bath, fireplace, 2 car garage, vaulted ceiling and many more features, located in Foxtrace subdivision, 0 down, VA loan, \$83,500. Call Paul at 326-0032(H).

Family Service Center

For more information on our programs or to pre-register for one of the classes, please call the Family Service Center at 449-6110/6185 or visit the website at <http://www.lejeune.usmc.mil/mcasnr/fsc/fschome.htm>.

Let's eat smart ... for less
Fridays, 11:30 - 1 p.m.

Sign Language Class
Tuesdays, 5 - 6 p.m.

Smooth Move Workshop
May 23, 9 a.m. - noon

Stress Management, Part IV Anger Control
May 28, 1:30 - 3:30 p.m.

Military Spouse Local Employment Seminar
May 28, 9 - 10:30 a.m.

USAA Military Pre-retirement Education Program
June 3-6, 8 a.m. - 4 p.m.

Raising Children in a Non-violent Home Part I
June 4, 1 - 3 p.m.

AA Meetings
Mondays, 11:50 a.m. - 12:50 p.m.

After School Power Hour
4 - 5 p.m.

Retired Affairs
Wednesdays and Fridays, 8 a.m. - noon

Play Morning
Thursdays, 9:30 - 11 a.m.

Keystone Meetings for Teens
First and Third Fridays, 6 - 7 p.m.

FEATHERNECK CRAIG H. STREETER



Station Theater Movie Schedule

Free admission
with military I.D.

May 22	7 p.m.	E.T.:20th Anniversary reissue	PG
May 24	7 p.m.	E.T.:20th Anniversary reissue	PG
	9:30 p.m.	Showtime	PG-13
May 25	7 p.m.	The Sum of all Fears	PG-13
May 26	3 p.m.	Sorority Boys	R
May 27	7 p.m.	Sorority Boys	R

For more information, call 449-6292
or check out www.localmovies.com

Education Center MCAS New River

Building A5-212, Monday-Friday 7:30 a.m.-4:30 p.m.
449-6233/6322

Coastal Carolina Community College	449-6926/5369
Webster University	449-6997
Campbell University	449-6600
Southern Illinois University Carbondale	449-6250
Huston University	449-6453

Station Chapel

449-6801/6706

Sunday Service

Catholic 9 a.m.
Protestant 11 a.m.

Daily Mass

Mon., Tues., Wed., Thurs.
11:45 a.m.

Command Chaplain
Station Chaplain
Lead Petty Officer
Chapel Staff

CDR H. Marshall
Lt. J. Koch
RP1 A. Painter
RP3 H. Darden



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Marine Corps
Air Station

- ◆ Report crime anywhere in our community
- ◆ Caller never reveals his/her identity
- ◆ Pays CASH rewards up to \$1,000
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MARINE CORPS KNOWLEDGE

The night a Marine legend was born

Courtesy

Marine Corps Historic Foundation

Guadalcanal was a fierce clash of national wills. Bloodied and humiliated by the sneak attack on Pearl Harbor, American armed forces were on the comeback trail less than six months after the debacle.

At Guadalcanal, a disease infested island, two superb military organizations met each other for the first time in land combat (bayonet-to-bayonet) that would set the pace for the rest of the war. The United States Marines were determined to keep their small foothold of Henderson Field and the Japanese were equally determined to drive them into the sea.

During the protracted battle, which lasted for six months, the struggle to "own" Henderson Field came to a bloody climax on Sunday night October 25, 1942. At Lunga Ridge about 1,000 yards south of Henderson Field, it was raining torrents, creating miserable, bottomless mud -- typical Guadalcanal weather. The Marines manning the main line of defense were exhausted.

For two days Japanese human wave assaults had been flung against them. Each time the charging enemy had been driven off -- but the weary Marines knew their tough adversaries wouldn't stop till the last man was dead. The Japanese kept gathering reinforcements to return. About midnight, from the gloom of ink-black darkness came hundreds of screaming Japanese troops. Throwing themselves on the flesh-cutting barbed wire, the first of the waves formed human bridges for their comrades to leap across. One of the Marine section leaders facing them was Sergeant "Manila John" Basilone.

An experienced machine gunner, Basilone knew his guns would be tested to their mechanical limits. It would be up to him to keep those guns firing. During the attack when grenades, small arms and machine guns were ripping the night and exploding human flesh splattered friend and foe, Sergeant Basilone stayed with his malaria-ridden men. Repeatedly repairing guns and changing barrels in almost total darkness, he ran for ammo or steadied his terrified men who were firing full trigger to keep a sheet of white-hot lead pouring into the ranks of the charging Japanese. Bodies piled so high in front of his weapons pits the guns had to be reset so the barrels could fire over the piles of corpses.

Not even the famous water-cooled heavy machine guns could stop all the assaults and one section of guns were overrun.

Two Marines were killed, three others wounded. Basilone took one of his guns on his back and raced for the breach in the line. Eight Japanese were surprised and killed. The guns were jammed by mud and water and a few yards away the Japanese were forming for another charge. Frantically stripping mud from the ammo belts, men fed them into the guns as

Basilone cleared jams and sprayed fire on the fiendish troops rushing him. Sometime after 2 a.m. the firing died down. No one relaxed. At 3 a.m. the final remnants of the Japanese Sendai Regiments with their officers prepared themselves for a final Banzai charge.

The full weight of the fanatical Japanese seemed to fall on Basilone's men. But he had set up a cross fire which smashed the charge. Dropping to the mud, still screaming Colonel Sendai's remnants crawled forward trying to reach their tormentors. Depressing the muzzles of his weapons -- Basilone destroyed them. One Marine, Nash Phillips, lost a hand fighting next to his Sergeant. He was surprised to see John Basilone appear next to his bed a little while after dawn.

"He was barefooted and his eyes were red as fire. His face was dirty black from gunfire and lack of sleep. His shirt sleeves were rolled up to his shoulders. He had a .45 tucked into the waistband of his trousers. He'd just dropped by to see how I was making out; me and the others in the section. I'll never forget him. He'll never be dead in my mind!"

At dawn the battlefield was strewn with dead and wounded Americans and Japanese -- but Henderson Field still belonged to the Americans and its ownership would never be seriously challenged again. At least 38 dead Japanese were credited to Sergeant Basilone -- many were killed with his Colt .45 at almost arms length. Just 26 years old, Manila John Basilone had entered the ranks of the Marine Corps pantheon of heroes -- and shortly America would take the big, handsome Marine with jug ears and a smile like a neon sign to their hearts. The legend of a "Fighting Sergeant" was born.

When the battle was over and his squad members interviewed, Sergeant Basilone was credited by his men for his will to fight and ability to inspire them in a night of cold fear none ever forgot. Within a short time the Japanese evacuated Guadalcanal and prepared to meet other Marine invasions of their strongholds elsewhere in the Pacific. American fighting men had proven they could beat the best of the best, the most experienced troops Japan could throw at them. After Guadalcanal the Japanese high command had a fresh respect for the Marines.



courtesy www.usmc.mil

They would be forced to meet time and time again as America pressed across the Pacific toward mainland Japan. When he received the nation's highest decoration, John Basilone replied modestly, "Only part of this medal belongs to me. Pieces of it belong to the boys who are still on Guadalcanal. It was rough as hell down there." On the 1943 War Bond Tour Sergeant Basilone was to say, "Doing a 'stateside tour is tougher than fighting Japs. "When Gunnery Sergeant John Basilone voluntarily returned to the Pacific war it would be on the sands of Iwo Jima February 19, 1945.

At the head of another machine gun squad, he would inspire hundreds of Marines to storm off the beaches and take the fight to the Japs. Iwo would be his toughest fight.

Barely on the island two hours, he was killed leading his men. Gunnery Sergeant Manila John Basilone was the only Marine in WWII to receive both the Medal of Honor and the Navy Cross.